



The following questions or issues were brought forward as part of the May 22, 2008 and June 26, 2008, South Mountain Citizens Advisory Team (SMCAT) meetings and designated as parking lot issues because the study team needed to conduct research to address the question or issue accordingly. In addition, questions submitted on blue question cards by SMCAT members and the public are answered below. Each comment received on a blue question card is written in this document as submitted. Each parking lot issue is addressed by presenting the question asked, followed by the Arizona Department of Transportation's (ADOT) written response.

This document is divided into two sections. The first section lists those questions that have ADOT responses. The subsequent section contains the questions that will be addressed in a future parking lot issues memorandum.

Questions answered from May 22, 2008, SMCAT meeting

Topic	SMCAT member/public question	ADOT response
Noise	Please present actual data to the SMCAT—for example the readings at the 139 locations. Telling us the background information is not presenting data, findings or results. Provide those data points for sound monitor and receivers M1-M13 and R1-R35 in the parking lot response for the July meeting.	Please see attached supplemental information for the noise analysis.

Topic	SMCAT member/public question	ADOT response
Local Access	<p>Currently the foothills area has six ways to access Pecos Road: 40th, 32nd and 24th streets, Desert Foothills Parkway, and 17th and 27th avenues. The proposed South Mountain Freeway eliminates the 32nd Street access. Based on data from the City of Phoenix, this one mile street carries 8,100 vehicles per day. Now where is that traffic going to go—the side streets like Liberty Lane or on Chandler Boulevard to 24th or 40th streets? Now to put that 8,100 number in perspective based on the MAG computer model, if the South Mountain Freeway is built it will result in a 7 percent reduction on the Broadway Curve. Assuming 200,000 vehicles per day that means a reduction of 14,000 vehicles per day would be removed from this location. The additional overflow into our village streets because of no 32nd Street access is nearly 60 percent of the above number. How is ADOT going to mitigate this local issue or is ADOT going to say that it is a City of Phoenix problem?</p>	<p>Although an interchange at 32nd Street was not included in the original 1988 Design Concept Report, ADOT had included an interchange at 32nd Street in early design concepts for the EIS study. ADOT discussed the issue with the City of Phoenix in a June 2006 meeting. Per direction from the City, additional traffic analysis was conducted to determine what impact, if any, would result from removing the 32nd Street service traffic interchange on the performance of the adjacent planned service traffic interchanges, arterial streets, and local streets.</p> <p>As noted in the question, the most recent daily traffic count from the City of Phoenix for 32nd Street is approximately 8,100 vehicles per day (vpd). It is projected that in 2030, with the South Mountain Freeway and 32nd Street interchange in place, the volume on 32nd Street would increase slightly to approximately 8,200 vpd. This reinforces the fact that the surrounding area is already built-out and that replacing the existing intersection of Pecos Road and 32nd Street with a traffic interchange would only draw a minimal number of additional vehicles on to 32nd Street. Without the traffic interchange, the 2030 volume on 32nd Street would drop by approximately 7,000 vpd to approximately 1,000 vehicles per day. The remaining volume likely represents the local traffic that is destined to locations along 32nd Street, like Desert Vista High School.</p> <p>The traffic analysis showed that in 2030 without the 32nd Street access, vehicles that would use 32nd Street with the access would be distributed equally between 40th Street and 24th Street (40th Street would increase from approximately 19,500 vpd to 22,500 vpd and 24th Street would increase from approximately 15,000 vpd to 18,000 vpd). The analysis for the arterial streets and proposed traffic interchanges at 24th and 40th streets showed that the increased traffic volumes would not cause them to operate at undesirable levels of service.</p> <p>Since the majority of the motorists on 24th, 32nd, and 40th streets originate from adjacent residential areas and use the local residential roads to get in and out of the developments, it can be assumed that they would continue to use the local residential roads to access 24th and 40th streets. Since the local roads are located within the jurisdiction of the City of Phoenix, the City would be responsible for making any changes to the local streets, such as signaling intersections, should they become warranted.</p>

There were no outstanding questions to be addressed in a future parking lot issues memorandum. Any questions from the August 12 meeting (rescheduled from July 24) will be presented in the September 25 Parking Lot.

Supplemental information for noise analysis

Noise Analysis Results, Eastern and Western Sections

Receiver ID	Distance and Direction from Centerline	Neighborhood or Area	Unmitigated Noise Level ^a	Mitigated Noise Level ^a	Range of Noise Mitigation Height (feet)
Eastern Section					
E1 Alternative					
1	290 feet north	Foothills Paseo 2	77	65 ^b	18–20
2	265 feet north	Foothills Paseo 2	78	64 ^b	18–20
3	390 feet north	Foothills Paseo 2	74	63	10–18
4	820 feet north	Wilton Commons	69	62	10–14
5	240 feet north	Kyrene de los Lagos Elementary School	78	64 ^b	18–20
6	400 feet north	Lakewood Parcel 20	71	63	14–20
7	380 feet north	Lakepoint 21 at Lakewood	72	66 ^b	14–20
8	435 feet north	Kyrene Akimel Middle School	74	65 ^b	18–20
9	450 feet north	Foothills Mountain Ranch 2	71	63	10–18
10	415 feet north	Foothills Apartments	72	63	10–16
11	345 feet north	Foothills Parcel 5B	75	64 ^b	18–20
12	345 feet north	Foothills Parcel 5A	75	63	18–20
13	280 feet north	Foothills Parcel 5C	76	63	16–20
14	270 feet north	Parcel 6A at the Foothills	72	62	16–20
15	385 feet north	Parcel 6A at the Foothills	74	65 ^b	16–20
16	360 feet north	Foothills Parcels 12A, B, C	74	64 ^b	18–20
17	520 feet north	Foothills Parcels 12A, B, C	72	62	14–18
18	250 feet north	Fairway Hills at Club West	77	65 ^b	18–20
19	320 feet north	Fairway Hills at Club West	75	62	18–20
20	340 feet north	Parcel 9G at Foothills Club W.	75	64 ^b	18–20
21	300 feet north	Parcels 18A, 19D, 19E, 26B at Foothills Club West	76	63	18–20
22	1,185 feet north	Parcel 26 at Foothills Club W.	67	62	8–12

Noise Analysis Results, Eastern and Western Sections

Receiver ID	Distance and Direction from Centerline	Neighborhood or Area	Unmitigated Noise Level ^a	Mitigated Noise Level ^a	Range of Noise Mitigation Height (feet)
23	1,380 feet north	Parcel 23 at Foothills Club W.	65	63	8–10
24	400 feet north	Foothills Reserve Parcel D	72	63	14–20
25	320 feet north	Foothills Reserve Parcel D	76	63	18–20
26	350 feet north	Foothills Reserve Parcel C	75	63	17–20
26a ^c	350 feet north	Foothills 80	76	63	17–20
27	290 feet east	Dusty Lane area	77	64 ^b	18–20
28	540 feet east	Dusty Lane area	72	62	18–20
29	260 feet east	Dusty Lane area	77	64	18–20
30	645 feet west	Community ^d Casino	71	— ^e	None
31	310 feet east	Dusty Lane area	76	63	18–20
32	1,485 feet west	Community 51st Avenue area	64	61	10–14
33	430 feet east	Dusty Lane area	74	66 ^b	18–20
34	790 feet west	Community 51st Avenue area	69	63	10–14
35	695 feet east	53rd Avenue and Estrella Drive	69	63	10–14
Western Section					
W55 Alternative					
36	655 feet east	59th Avenue and Elliot Road	69	65 ^f	16–20
37	1,570 feet east	59th Avenue north of Elliot Road	64	62	16–20
38	2,100 feet east	59th Avenue and Olney Street	62	61	None
39	1,835 feet east	59th Avenue and Dobbins Road	62	60	None
40	860 feet east	61st Avenue and Dobbins Road	66	62	16–20
41	705 feet east	61st Avenue and South Mountain Drive	70	63	16–20
42	1,580 feet east	59th Avenue and South Mountain Drive	64	62	16–20
43	910 feet west	Rancho Grande	69	62	10–16
43a	1,095 feet west	Avalon Village	67	62	8–12
44	890 feet west	Rancho Grande	69	61	12–18
44a	1,560 feet east	Bougainvillea Golf Course	64	62	10–14
45	575 feet west	Rancho Grande	72	62	18–20
46	235 feet west	Rancho Grande	79	64 ^b	18–20

Noise Analysis Results, Eastern and Western Sections

Receiver ID	Distance and Direction from Centerline	Neighborhood or Area	Unmitigated Noise Level ^a	Mitigated Noise Level ^a	Range of Noise Mitigation Height (feet)
47	895 feet west	Rancho Grande	69	61	12–16
48	840 feet west	Rancho Grande	69	63	11–15
49	465 feet west	Rio Del Rey Unit 1	72	68 ^f	14–18
50	375 feet east	Rio Del Rey Unit 2	72	62	12–16
51	230 feet west	Rio Del Rey Unit 1	76	63	16–20
52	1,245 feet west	Estrella Manor	65	61	10–14
53	1,345 ft. west	63rd Avenue and Lower Buckeye Road	65	63	10–14
53a	1,750 feet west	Elementary School at 63rd Avenue and Durango Road	63	63	None
54	880 feet west	Southwest Village Apartments	69	63	8–12
I10-1	1,350 feet north	Sheely Farms Parcel 3	62	62	None
I10-2	1,180 feet north	Apartments at McDowell and 93rd Avenue	61	61	None
I10-3	510 feet south	Tolsun Farms	67	61	12–16
I10-4	520 feet south	Tolsun Farms	69	63	12–16
I10-5	1,440 feet north	Westpoint	61	61	None
I10-6	470 feet north	EconoLodge	70	70 ^g	None
I10-7	1,440 feet north	Amberlea Cottages	61	61	None
I10-8	460 feet north	Legacy Suites Apartments	64	59	Existing
I10-9	410 feet north	Daravante	64	56	Existing
I10-10	380 feet north	Daravante	67	57	Existing
I10-11	440 feet north	Hampton Square Apartments	63	61	Existing
I10-12	420 feet north	Hampton Square Apartments	62	59	Existing
I10-13	390 feet north	Sunpointe Apartments	64	59	Existing
I10-14	420 feet north	Las Gardenias Apartments	64	60	Existing
I10-15	460 feet north	Las Gardenias Apartments	64	61	Existing
I10-16	490 feet north	Westover Parc Condominiums	62	59	Existing
I10-17	440 feet north	Apartments at McDowell and 85th Avenue	62	58	Existing
I10-18	420 feet north	Apartments at McDowell and 84th Avenue	62	59	Existing

Noise Analysis Results, Eastern and Western Sections

Receiver ID	Distance and Direction from Centerline	Neighborhood or Area	Unmitigated Noise Level ^a	Mitigated Noise Level ^a	Range of Noise Mitigation Height (feet)
I10-19	410 feet north	Apartments at McDowell and 83rd Avenue	62	58	Existing
I10-20	400 feet north	Avanti Apartments	64	58	Existing
I10-21	500 feet north	Avanti Apartments	63	59	Existing
I10-22	340 feet south	La Terraza	65	60	Existing
I10-23	280 feet south	Patio Homes West	70	62	Existing
I10-24	350 feet south	Patio Homes West	65	62	Existing
I10-25	430 feet north	Apartments at McDowell and 57th Avenue	67	62	Existing
I10-26	390 feet north	Apartments at McDowell and 56th Avenue	69	61	Existing
I10-27	360 feet north	Hallcraft Villas West Condominiums	72	59	16–18
I10-28	380 feet north	Hallcraft Villas West Condominiums	69	63	16–18
I10-29	320 feet north	Winona Park 1	70	61	Existing
I10-30	250 feet north	Winona Park 6A	68	62	Existing
I10-31	250 feet north	Winona Park 6A	68	62	Existing
I10-32	310 feet south	Winona Park 2	70	62	Existing
I10-33	270 feet south	Deluxe Mobile Home Park	67	62	Existing
I10-34	280 feet south	Deluxe Mobile Home Park	67	62	Existing
I10-35	300 feet north	Franmar Manor	68	61	Existing
I10-36	300 feet north	West View Manor	73	62	Existing
I10-37	310 feet north	West View Manor	72	62	Existing
I10-38	270 feet south	West Phoenix No. 4	68	62	Existing
I10-39	220 feet south	West Phoenix No. 4	72	63	Existing
I10-40	370 feet south	West Phoenix No. 4	70	63	Existing
I10-41	340 feet north	Westcroft Place	72	61	Existing
I10-42	250 feet north	Isaac Infill	72	62	Existing
I10-43	360 feet north	Westcroft Place Plat 2	65	61	Existing
I10-44	260 feet north	El Retiro Block 1 and 2	70	62	Existing
I10-45	240 feet north	Sharon Gardens	73	63	Existing

Noise Analysis Results, Eastern and Western Sections

Receiver ID	Distance and Direction from Centerline	Neighborhood or Area	Unmitigated Noise Level ^a	Mitigated Noise Level ^a	Range of Noise Mitigation Height (feet)
I10-46	370 feet south	Westcroft Place Plat 2	68	62	Existing
I10-47	220 feet south	Westcroft Place Plat 2	70	62	Existing
I10-48	330 feet south	El Retiro Block 1 and 2	67	63	Existing
I10-49	280 feet south	North Willow Square	71	63	Existing
I10-50	370 feet south	North Willow Square	72	63	Existing
I10-51	370 feet south	North Willow Square Plat 2	66	60	Existing

Notes:

^a in decibels (dBA), which are logarithmic units that express the ratio of the sound pressure level being measured to a standard reference level and is frequency-weighted using the A-scale, to approximate the frequency response of the human ear

^b Further mitigation would require a noise barrier taller than 20 feet, which would not meet the ADOT Noise Abatement Policy.

^c Numerous new receivers were added to represent new developments since the initial analysis began in 2003. These receivers are designated with a letter following the receiver number to maintain the sequential numbering system.

^d Gila River Indian Community

^e not eligible for mitigation based on land use category

^f Traffic noise from nearby cross street prevented further noise reduction at this receiver

^g mitigation not typically recommended for hotels and motels